

NEWS BY THE AMERICAN MAIL.

The Occidental and Oriental Co.'s steamship *Gaio*, Capt. Wm. Pearce, from San Francisco, via Yokohama and Nagasaki, with the American mails up to 16th Oct. arrived in the harbour last night. We are indebted to our San Francisco exchanges for the subjoined telegram:—

RIO JANEIRO, October 10th.

As the Senate failed to confirm Senator Barreto Ribeiro for Judge of the Supreme Court, the President has sent in the name of Senator Antonio Barreto, ex-President of the State of Sao Paulo.

Admiral Mouton's praedial over the court called to investigate the conduct of Admiral Mello and Da Gama in connection with the recent revolution.

At the request of President-elect Moraes, Pileto will settle all differences with Portugal before he retires.

The capital of the State of Rio de Janeiro has been changed from Niteroy to Petropolis.

LONDON, October 11th.

The British Consul at Lourenco Marques, has called the Foreign Office that the Kifira have entered the outskirts of that port, and have burned several houses and murdered several people.

It is believed here that a party of British marines has again landed from the gunboat *Thrush* in order to protect the Consulate of Great Britain.

PARIS, October 11th.

The *Journal* announces that a number of Government and municipal officers in this city have received threatening letters from anarchists in London. The letters also defend Santo, the executed murderer of Carnot.

DUBLIN, October 11th.

The *Freeman's* journal says the subscription of £10,000 to the Irish Parliamentary Fund have been returned with a letter of explanation and that Mr. Gladstone's cheque for £100 has been accepted, however, as he is not, or a Minister.

BELLEVILLE, October 11th.

Peter's Ferdinand of Romania was delivered of a daughter today.

Peter's Ferdinand (Prince's Marquis of Edinburgh) was married on January 10th, 1893, to Prince Ferdinand of Monaco, nephew of King Charles of Romania, who was unwilling to the throne of Romania. The Princess was delivered of a son on October 15th, 1893.

LONDON, October 11th.

Callaghan's *Messenger* publishes an interview with Henry M. Stanley, the African explorer, in which the latter says: "France has set a salutary example to the British Government in the support she has given her agents in Africa. The efforts of the agents of Great Britain have almost always been perverted by interpretations in Parliament and the lobby of the policy of obtaining concessions and not the policy of civilizing the natives. Great Britain desired to impose France in Africa, but English merchants there feared that French occupation of the land would result in the imposition of a tariff hostile to their interests."

PANAMA, October 11th.

It is announced that Representatives of an American syndicate, which proposes to take a large amount of stock in the new canal company, will soon arrive here to make a thorough inspection. Many little men have been furnished transportation and will go to British Guiana to work in the mines.

LONDON, October 14th.

The negotiations between England and France respecting outstanding disputes in Africa are reported to be slowly proceeding. No result is expected until the end of November. Lord Dufferin returns to Paris. Many French politicians are endeavouring to make Egypt the basis of all other settlements. The late work has witnessed a remarkable declaration which looks like a return to reason on the part of one at least among responsible Parisian newspapers. The *Debat* seems to concede that England cannot evacuate Egypt unless she has some effective guarantee that the country will not fall into the hands of another power.

Unfortunately the Egyptian issue is now mixed up with a new enterprise. The recently developed design of France to capture the upper waters of the Nile, and so to approach the Sudan from the south-west, has stimulated many English politicians to retain their hold upon Egypt. We are assured by the *Standard* that in the negotiations now pending the Egyptian question forms no part.

Another Paris journal, the *Figaro*, has poured a cold douche upon the colonial section of the French Chauvinists. Now that an expedition is being prepared on a large scale for Madagascar, that journal has pointed out how small are French interests in the island compared with those of America and England. There are only 600 French subjects in Madagascar, including men, women, and children, and excluding officials. The French trade is not more than £120,000 yearly, and shows a decrease as compared with the amount of nine years ago, when the treaty which France now seeks to enforce was concluded.

The refusal of the French Budget Committee to increase the demands of the War Office for 1895, is one of the sanest steps of recent years. Had the demand been granted the improving relations now witnessed between France and Germany would have been immediately checked. Moreover, the incident is further regarded as evidence that the more sober-minded politicians of Paris are beginning to realize how little is to be hoped for offensive purposes from the Russian alliance.

The German newspapers have been telling a pretty story of a Prince and a baby in connection with the recent army manoeuvres near Garmisch. One afternoon, after three hours of hard work, Prince Adolf Schumburg, a brother of the German Emperor, entered a peasant's cottage and asked the housewife if she could give him something to eat, for he was starving. The woman replied that she would willingly if she could find somebody to mind her baby while she looked for some food. The Prince promptly took charge of the infant and was skillfully nursing it when several astonished officers of his staff came up. The Prince for the moment is the most popular member of the royal family among Prussian women.

THE WAR IN THE NORTH.

An occasional Tientsin correspondent writes to the *N. C. Daily News* that on the 28th ultimo the *Peking* squadron received orders at Wei-hai-wei to proceed to the Yalu to prevent an anticipated Japanese landing. It accordingly sailed at night, and at daylight the next day arrived at Port Arthur, where it is now said to be. The *Peking* was engaged cruising along the mouth of the Yalu. The *Peking* squadron is said to consist of six vessels. In regard to the Japanese movements, on the 28th ult. a large Japanese fleet and a number of transports, making up a force of forty vessels, were

the Bay of Korea. A force had been landed at Takushan, just inside Talien, on the northern bank of the Yalu, and the balance of the force had been landed at some place to the north of Talien. Hence, it was assumed that they would work down to besiege Port Arthur. Fighting was expected to be a daily occurrence.

The native papers announced on the 6th inst. that Prince Kung had been appointed Chief Imperial High Commissioner and Commander-in-Chief of all the various Army Corps now stationed around the Imperial Prefecture. Prince Ching (President of the Taung-Il Yamen) is appointed First Assistant, and the Board President, Weng Tung-ho and Li Hong-tso (Chinese) the Vice-Presidents; Yang Lu and Chang Lin (Manchus) have been appointed second Assistants to Prince Kung in regard to military matters. Prince Kung is also invested with the power of life and death, without reference to the Emperor.

Admiral Ting has been deprived of the honours recommended by the Box of War for services at the naval battle off the Yalu, on the ground that he has displayed no ability at the present crisis. Another decree strips Wei Ju-kuei, Commander of the Sheng Division, of his rank and post as Brigadier-General of Ninghsia, Kansu, and orders him to be turned over to the Board of Punishments to answer to the charge of "running away from the enemy; peculation from the army chest; and allowing his troops to plunder and pillage, without restraint."

Telegrams from the North state that Li Hong-chang has been called to Peking and has been given a seat in the Imperial Grand Council, under Prince Kung.

An Imperial decree was received in Shanghai on the 7th inst. noting that Tseng Kwan-hen, the grandson of the late Tseng Kwan-feng, Viceroy of the Liang Kiang Provinces, and Chen Sha-yuen, both Hanli men, had memorialized the Throne to be allowed to take part in the war against the Japanese. The Emperor granted the request, and ordered them to report themselves to Wu Ta-cheng at once.

By the passengers from Newchwang the *Shanghai Mercury* of the 8th inst. learns that the Chinese there are in great consternation over the approach of the Japanese, an advance party of whom are stated to have reached a point within 40 or 50 miles of Newchwang and to have been reported by a crewly account to the authorities at the place. The better class of merchants, most of whom belong to other parts of China, are sending away their families and valuables, to be prepared for all emergencies.

One of our contemporary informants states that on the passage down, the western coast of the Liaoting peninsula was closely hugged to within sight of Port Arthur, and that not a vestige of ship could be seen. The only possible place for men-of-war would be in the extreme upper end of Sorley Bay, which could not be seen. Port Arthur was passed during the night of the 4th inst., quite close, and there were no signs of a fleet either inside or outside the harbour, though the Chinese may have been inside. On the entire run down nothing was seen except half-a-dozen "smokes" on the distant horizon, apparently bound toward Talien-wan or the Yalu river.

(Translations from Chinese Papers.)

Shanghai, November 6th. A telegram received by the Viceroy at Tientsin reports the attack by the Japanese, in three columns, on Feng-Huang Cheng, early in the morning. The Chinese, after a short resistance, were forced to retreat, leaving their stores to the enemy. Over fifty breechloading guns, and a large quantity of ammunition and stores were captured, the Chinese loss in men being over 3,000.

It is reported from Chefoo by telegram that the Japanese had attacked the forts at Talien-wan, and after desperate fighting, during which the loss was over 2,000 men, they succeeded in capturing three out of the eight forts at that place.

On the evening of the 5th a despatch was received from Liao Yang stating that 2,000 Japanese cavalry appeared in front of that place, but on being attacked by the Chinese, at once retreated. The Viceroy of Nanking notified his civil and military subordinates, on the 2nd, that he proposed to leave for the north on the 7th inst., and that, as he was going to command the *Shang* corps of Hunanese and would require many assistants in his new post, those who wished to follow him to Tientsin should send in their names at once.

The *Sin-wan-pao* of the 7th, publishes a telegram from Newchwang stating that the city of Ching-chin had been captured by the Japanese on the 11th. The Chinese about midday between Newchwang and Port Arthur, and grave fears were entertained for the safety of the latter important naval station. The people of the invaded districts are reported to be in a great panic and to be fleeing in all directions.

The Nanking correspondent of the *Hu-pao* reports that Liu Kun-yi will leave for Peking on the 10th of the present Chinese moon, taking ten military and civil officials in his train.

The Board of Revenue has ordered an additional tax of 5 per cent. upon salt, tea and sugar, in order to augment the War Fund.

HANKOW.

(FROM OUR CORRESPONDENT.)

HANKOW, 5th November. The Viceroy left here to-day according to the latest reports for Nanking. He is to remain as Viceroy of the Liang Kiang and Anhwei provinces, whilst Liu Kun-yi is to go to his place at Peking. No doubt you will have reliable information about it before this reaches you.

The Cotton Mill at Wuchang is to go on working, but it is said that the Hanyang Iron and Steel Works are to be closed down for three months. It is doubted whether the new Viceroy will have anything to do at all with Chang Ching's industrial enterprises, to wit, the above mentioned works, the two new cotton mills, the silk rearing, etc., and possibly these will remain under Chang Ching's control.

I hear that the Viceroy intends raising a war tax on the people, each having to pay three dollars. If this is carried out there is bound to be trouble, and foreigners will be in danger. Numerous boats crowded with soldiers are still passing down river to judge by the number of soldiers they carry they cannot be intended to go very far, and most likely they are going to Kwang-chow only, whence they will proceed onward to the North.

A memorial service was held at the Russian Consulate yesterday, at which all the Consuls and almost all soldiers were present.

LATEST FROM NEWCHWANG.

Under date October 2nd, the Newchwang correspondent of the *N. C. Daily News* writes:—

No further details of the crossing of the Yalu and the taking of Chienliencheng have reached us. General Sung has retreated to Fenghuangcheng, where a great battle is expected to take place within the next two or three days. Meanwhile we hear of the landing of a Japanese army of 30,000 men at Takushan, about 80 miles north-east of this port, and a body of 2,000 Japanese are reported to be at Pihwang, which is on the same coast as Takushan, but nearer Talien-wan Bay. Fenghuangcheng is about 170 miles east of this port. If the Chinese are defeated there, the Japanese will march on to Liao-yang, which is situated on this river about 75 miles north of this port, and from there they will probably go on to Moukden. If they dare to face a Manchurian winter, in less than four weeks' time this river will be frozen over. Will the Japanese take this port? They are south of us and east of us, and want to go north of us to attack Moukden. May the first come soon and cool the blood of the belligerents.

There are rumours amongst the natives that General Sung has been defeated at Fenghuangcheng, and that he is falling back on Liao-yang, but this requires confirmation. Generals Yi Yeh, and Nieh were engaged in the battle at Chienliencheng, from which place they all retreated to Fenghuangcheng.

The next move of the Japanese is of vital importance to the residents of this town. If they advance and capture Fenghuangcheng, and from there march to Liao-yang, this town will be full of refugees. To take Moukden they must go to Liao-yang, on account of the range of mountains to the east running down south to Liao-yang. Once Liao-yang is taken, Moukden is at their mercy, as there are only two or three thousand soldiers there now. The army reported as landed at Takushan, may be intended to cross from there to Liao-yang, and cut off the retreat of the army from Fenghuangcheng. Again, if the Japanese dare to ignore the Peking squall, they may take this port and land at Pihwang, and set up in boats to Liao-yang. Or in case they make a dash for Moukden they may retreat by this river. This is hardly likely, as by the 20th of November this river will not be safe for small boats.

What will the Japanese do in the winter? Will they go into winter quarters at Moukden, Liao-yang or Fenghuangcheng, or reverse the Yalu? It is all important to us. You may imagine how anxiously we are looking forward to the cold weather stopping a further advance of the enemy. In spite of everything we are preparing to spend a pleasant winter with the help of the officers and crew of the *Patrol* and *Frederick*, neither of which has arrived yet. We shall be glad to see them safely docked in the mud. Meanwhile the *Pigmy* stays to guard us, and to beat us at cricket and football. I have not heard of any more "Golf" mounds having been laid down. A camp has been erected where the former were, and the acre of mud is carefully guarded by heaven.

CHENG TU.

(FROM A CORRESPONDENT.)

We know nothing of the outer world, except "sundry rumour," since the issue of your paper of the 21st ult. August. China and Japan may have half-forgotten each other, and we know the winter. Our relations to the outer world are over the same, and most applicable they are. The higher officials are no doubt kept partially posted in important Imperial affairs, but the masses are blissfully ignorant of everything.

The examination for "Chojen" last month passed without more than a puff in our great city. There were not any unpleasant elements connected with it, as usual, a few deaths. The missionaries obtained permission to distribute books to the 17,000 candidates as they came out of their cells, and did so without any inconvenience whatever. Just now the military examinations are on, and some 10,000 "braves" are in the city. The camp-soldiers here are very agreeable men, but have a run-down appearance, as though the opium pipe had exhaled the marrow in the marrow. The old T'hai has gone and his successor is here. Yesterday the high Commissioners from Peking left their quarters for down river and the capital. Their investigations have been carried on in strict secrecy, and no one knows the fate of the Viceroy, and the presumably guilty parties under his jurisdiction. I am informed that the investigations were based upon a number of charges, the principal ones being employing incompetent officials, maintaining bad characters to the injury of the people, neglecting his duties, and omitting to report on the important salt duties. It is currently reported that the Viceroy has made use of evil and incompetent officials. There has been much disorder in several districts south-west of Chingtu, and a general slaughter of criminals during the past summer the result. It was reported to be missionary work who were temporarily staying at Tientsin, etc., etc. here, that there were 31 robbers executed in one day, and during the summer over 300 lost their heads in this city. The responsibility for such a state of affairs is laid at the Viceroy's door. Of course the revenue for Peking is the burning question. Report says the Viceroy has not forwarded the revenue since his assumption of office seven years ago. I hear that he intends doing so on the full amount of the annual revenue being about 2,000,000 taels. The Government, it seems, prefers an annual remittance. The affair has caused no end of ill-feeling.

Two hospitals are in process of construction in different parts of the city by American and Canadian Methodists. The C.M.S. are extending their number northward. Some of their numbers have recently entered the matrimonial state and others are hoping to. The Catholics are putting up a very long block of foreign-constructed buildings near the old Imperial city.—*N. C. Daily News.*

CHUNGKING.

(FROM OUR OWN CORRESPONDENT.)

Chungking, October 19th. The Telegraph Convention signed at Tientsin on 6th September provides that junction of the China and Burma wire be effected before the month of May 1895, with a verbal promise on the part of the Chinese that the work will be hurried on to completion before that date. Wire and insulators for the work have been coded by the Indian Government and the other necessary materials are being shipped from Shanghai to the Irrawaddy.

A new Chinese telegraph station will be opened at Manwye, a market town at the Eastern base of the Kaitia Hills, and 30 miles from the British frontier, this place is the site of the murder of the Consul General Mr. Marjory. There is to be a British Consulate established here and it will probably soon be opened an open port. Why the Consulate should not have been fixed for the large town of Tien-yang, with its 80,000 inhabitants, it is hard to say.

TIENTSIN NOTES.

(FROM A CORRESPONDENT.)

TIENTSIN, October 29th.

All agree that Chienliencheng has been captured, but whether by storm or evacuated is not known. No telegrams have passed since Friday last (26th October); we know from official Chinese sources that Fenghuangcheng has been taken; this town lies considerably to the N.W. of Chienliencheng, on the route towards Moukden. The Chinese go one better and say that a still more advanced position, viz. Muli-shih, is in the enemy's possession. The opinion of the best informed foreigners here is that when the Chinese saw their position in the act of being turned, *fa*, after they saw some Japanese across the Yalu and others landed near Takushan, they at once fell back on their tactics (1) of evasion; and that the enemy consequently found little to attack when they pressed forward. This may arouse some derision, but really under the circumstances, that is, the conviction of defeat, it is not a bad policy. They live to fight another day, and in the meantime the Japanese have to stop and prepare for their next cautious advance; with a well beaten enemy they would probably push on and decide the fate of victory, but this is difficult with a foe who does not allow himself to be beaten. However, this is all hypothesis, and after all Sung Ching may not be playing the *role* of Fabius Cunctator.

It is believed here that the Japanese have landed in force near Talien-wan, some say 15,000, others 20,000, and a few go the length of 30,000. I incline to the view that these are the forces on board of the 37 troopships seen near the Tatuang (in Liaoning) last Wednesday. If they have landed, it is all but certain that Port Arthur is their objective.

The reigning Empress's death is denied; they say that a mistake has been made and that the defunct lady was a concubine of the late Hsien Feng; truly this is an odd mistake. Peking reports have it that Kwang Hui is extremely ill himself; a very likely contingency in these times.

Among the other news of the Imperial city is a queer story of a Chinaman and a Japanese being caught in a combined attempt to undermine the Palace. Considering its superficial area this is a heavy demand on one's credulity.

The Peking officials and those of the Tsungli Yamen are even yet cherishing the hope of peace, or at least of an armistice before the 10th of this month (15th ult.). If this remote chance befalls them, the birthday festivities will be shorn of little of their contemplated grandeur, otherwise they will. The triumphal procession to Wanhsouan is to be sacrificed after the phenomenal sum of five millions of taels has been spent on repelling the road. This sounds ridiculously incredible, but contracts are expensive in the capital. Foreign Tientsin refuses to think of night but racing this week.—*N. C. Daily News.*

October 29th. Reports have reached here of the landing of some 10,000 Japanese troops to the south of Port Arthur, and that they have 30 men-of-war covering their position. These are probably reinforcements for the army which is besieging Liao-yang and which has most likely taken that place by now. The united force will march on Port Arthur by the south-east road, and the gunboats will assist the capture by bombarding it from the river; so we can expect any day to hear the fall of this *impregnable* fortress.

The little consideration that is being shown towards the Chinese Navy shows that it is not thought to be much of an obstacle, and still our paper is claiming that the Chinese gained the victory in the naval fight. The Fleet is safely hidden behind the forts of Wei-hai-wei, instead of trying to prevent the landing of the Japanese. Perhaps they are waiting for their Admiral, Herr von Heintze, who is in Peking, and will probably not be back for some days. When Li Hong-chang was told that the *Yoshino* was one of the men-of-war before Port Arthur he turned white, as well he need be, as he has reported to the Throne that this was one of the ships sunk.

The Tag Company's tug *Peking*, which left here on the 23rd inst., has been out twenty-six days spring and despatch carrying, and has not yet returned. Let us hope she has not joined the Japanese involuntarily. She would make a fine boat for them.

It is stated here that the German authorities have taken out 70,000 Mauser rifles from the mail steamer. These were destined for Li Hong-chang's soldiers, who will sadly miss them, and will soon have neither arms, money nor provisions.

October 30th. Telegrams have been received here stating that the Japanese have taken Kurien Castle, and captured thirty guns and a large amount of stores. The Japanese are also reported to be landing 25,000 men at Talien-wan Bay.

Can any one tell why Li Hong-chang is sending his valuables away to Shanghai? He is not the only one doing so either, for Sheng Tsai is following his example. The town talk here is that they are preparing, in case of the worst, to run to Canton and set up a new Government!

It is reported here that Messrs. Dering and von Heintze have gone to Peking in arms, as the telegram was wrongly worded. No reliable word of this has yet been received, however. It is further stated that Port Arthur will fall within a week, so do not be surprised if you hear of it.

(FROM OUR CORRESPONDENT.)

Tientsin, October 30th. Yesterday the *Peking* arrived, and reported that while at Port Arthur she saw the Japanese landing troops. She has been confirmed by private letters received here. The Chinese are also said to have seen the Japanese landing in Pigeon Bay, so there must be some truth in all these reports. And yet steamers are still being sent to Port Arthur, and some are still to be sent there. There is a rumour that the Japanese won a victory at Tung Hing-ching though no one knows the truth about this.

The *London* is returned, and the Chinese say she has been assisting the Japanese to land at Talien-wan. We will soon have the pleasure of hearing that at the Lyceum Theatre.

There are many rumours, the latest being that a mutiny occurred at Shih Hui-lan on the troops were not being paid. The people on the train arriving from there know nothing of it, so it seems to be a myth. From all I can hear, however, that after two attempts to cross the Yalu, the Japanese returned to Peking to consider matters. News has reached here of the safe arrival at Peking of Messrs. Dering and von Heintze. They are stopping with Mr. Robert Hart.

The steamer *Kanpung* arrived here from your port in 61 hours, and will leave to-morrow with 2,000 tons of coal for Shanghai—*Shanghai Mercury.*

HONGKONG TEMPERATURE.

(From Messrs. Geo. Falconer & Co.'s Register.)

Today.	
Barometer—1 p.m.	30.12
Thermometer—1 p.m.	79.00
Thermometer—4 p.m.	77.00
Thermometer—7 p.m.	75.00
Thermometer—10 p.m.	73.00
Thermometer—1 p.m. (Wet Bulb)	70.00
Thermometer—1 p.m. (Dry Bulb)	79.00
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The Share Market.

LATEST QUOTATIONS.	
BANKS.	
Hongkong and Shanghai Bank—96 per cent, prem. buyers.	
The National Bank of China, Ltd.—on £80.00, paid up—\$21, sellers.	
The National Bank of China, Ltd.—Founders' shares, nominal.	
The Bank of China, Japan & the Straits, Ltd.—nominal.	
The Bank of China, Japan & the Straits, Ltd.—Founders' shares—£5, buyers.	
CHINESE LOANS.	
Chinese Imperial Loan of 1886 E—11 per cent, nominal.	
MARINE INSURANCES.	
Union Insurance Society of Canton—\$125 per share, buyers.	
China Traders' Insurance Company—\$61 per share, sellers.	
North China Insurance—£117 1/2 per share, buyers.	
Canton Insurance Company, Limited—\$143 per share, sellers.	
Yankee Insurance Association—\$75, buyers.	
China Insurance Company, Limited—£115 per share, nominal.	
The Straits Insurance Co., Ltd.—\$164 per share, sellers.	
FIRE INSURANCES.	
Hongkong Fire Insurance Company—\$178 per share, sellers.	
China Fire Insurance Company—\$75 per share, sellers.	
The Straits Fire Insurance Co., Ltd.—\$41 per share, buyers.	
SHIPPING.	
Hongkong, Canton, and Macao Steamboat Co.—\$244 per share, sellers.	
China and Manila Steam Ship Company—\$66, buyers.	
Indo-China Steam Navigation Company, Limited—\$49, sellers.	
Dominion Steamship Company—\$46, buyers.	
China Mutual Shippers Co., Ltd.—(Preference)—\$6 per share, nominal.	
China Mutual Shippers Co., Ltd.—(Ordinary)—£1 per share, nominal.	
REFINERIES.	
China Sugar Refining Company, Limited—\$148 per share, sellers.	
Luna Sugar Refining Company, Limited—\$48, sellers.	
MINING.	
Punim Mining Co.—(Ordinary)—\$41 per share, sellers.	
Punim Mining Co.—(Preference)—\$150 per share, sellers.	
The Bank of China, Japan & the Straits, Ltd.—\$2 per share, sellers.	
The New Balmoral Gold Mining Co., Limited—\$2 per share, sellers.	
Société Française des Charbonnages du Tonkin—\$20 per share, buyers.	
The Tonkin Mining and Trading Co., Limited—\$45, buyers.	
DOCKS, WHARVES AND GODOWNS.	
Hongkong and Whampoa Dock Company—78 per cent premium, sellers.	
Geo. Fenwick & Co., Limited—\$18 per share, sellers.	
Hongkong and Kowloon Wharf and Godown Company—\$17 per share, sellers.	
Wanchai Warehouse Co., Ltd.—\$40 per share, sellers.	
HOTELS.	
Hongkong Hotel Company—\$8 per share, buyers.	
Hongkong Hotel Co.'s Six per cent. Debentures—\$01.	
The Shamrock Hotel Co., Limited—nominal.	
LANDS AND BUILDING.	
The Kowloon Land Investment Co., Limited—\$10 per share, buyers.	
The Hongkong Land Investment Co., Limited—\$11, sellers.	
The West Point Building Co., Limited—\$19 per share, sellers.	
Humphreys' Estate and Finance Co., Ltd.—\$14 per share, sellers.	
DISPENSARIES.	
A. S. Watson & Co., Limited—\$104, sales and sellers.	
Dakin, Crutchfield & Co., Limited—\$12 per share, buyers.	
MISCELLANEOUS.	
Hongkong Dairy Farm Co., Limited—\$5 per share, sellers.	
H. G. Brown & Co., Limited—\$31 per share, sellers.	
Hongkong Rope Manufacturing Company, Limited—\$108 per share, buyers.	
Hongkong Gas Company—\$75 per share, buyers.	
Hongkong Ice Company—\$78 per share, sellers.	
Hongkong and China Bakery Company, Limited—\$40 per share, sellers.	
The Hongkong Brick and Cement Co., Limited—\$4 per share, sellers.	
The Green Island Cement Co.—\$5, buyers.	
The Hongkong Electric Light Co., Limited—\$4, sales and buyers.	
The Hongkong High-Level Tramway Co., Limited—\$70, buyers.	
Campbell, Moore & Co., Ltd.—\$2 per share.	
EXCHANGE.	
On LONDON—Bank, T. T. 2/2	
Bank Bills, on demand 2/1 1/2	
Bank Bills, at 4 months' sight 2/1 1/2	
Credits at 4 months' sight 2/1 1/2	
Documentary Bills, at 4 months' sight 2/1 1/2	
On PARIS—	
Bank Bills, on demand 2/6 1/2	
Credits, at 4 months' sight 2/70	
On INDIA—	
T. T. 189 1/2	
On Demand 190	
On SHANGHAI—	
Bank, T. T. 73	
Private, 10 days' sight 74	
Sovereigns (Bank's buying rate) 80.30	
Silver (per oz.) 29 3/16	

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. M. G. Allen.	Mr. Morton Jones.
Mr. J. G. Buckle.	Mr. Medhurst.
Mr. J. A. E. Chaudet.	Major and Mrs. Moore.
Miss Coe.	Mr. J. L. Prosser.
Mr. H. Crombie.	Mr. Sandilands.
Mr. R. P. Dipple.	Mr. and Mrs. Sanvorn.
Mr. J. P. Dowling.	Mr. F. H. Slaghek.
Mr. D. Farquharson.	Mr. and Mrs. A. Flindley.
Mr. J. Hanson.	Mr. and Mrs. A. G. Stokes.
Mr. W. S. Harrison.	Mr. Taylor.
Mr. John J. Hoar.	Rev. and Mrs. Vallings.
Mr. Geo. Holmes.	Capt. Geo. Vlasovans.
Mr. J. E. Macrae.	Mr. H. Wilson.

VISITORS AT THE HONGKONG HOTEL.

Mr. L. S. Adelstein.	Mr. R. Lyall.
Mr. T. D. Alcroft.	Mr. Hubert MacCallum.
Mr. W. L. Alcroft.	Mr. J. MacNeill & vallet.
Mr. H. T. Alcroft.	Mr. F. S. Mason.
Master & Miss Bagnall.	Mr. C. Matill.
Miss N. Bailey.	Mr. J. H. May.
Mr. C. S. Barff.	Miss May.
Rev. S. A. Baylee, M.A.	Miss F. May.
Mr. W. Blyth.	Dr. J. Michael.
Mr. W. B. Boffington.	Mr. J. McWilliams.
Miss Boffington.	Mr. T. Mitchell.
Mr. E. L. Boffington.	Mr. J. E. Noble.
Mr. F. Bornemann.	Mr. W. Parfitt.
Miss M. Burkam.	Mr. E. W. Penfield.
Mr. C. T. Burkam.	Mr. E. S. Platt.
Mr. D. C. Campbell.	Miss E. J. Platt.
Capt. and Mrs. Combe	Mr. S. Reich.
and child.	Mr. and Mrs. Richards.
Mr. J. R. Copeman.	Miss G. S. Richards.
Mr. A. B. Courtney.	Miss H. S. Richards.
Captain R. Crawford.	Mr. J. H. Richards.
Mr. W. B. Crocker.	Mr. W. Robinson.
Mr. S. A. Croser & vallet.	Dr. R. C. Roby.
Mr. R. H. Douglas.	Mr. L. Le Roux.
Mr. W. A. Duff.	Miss L. R. Safford.
Mr. and Mrs. Dymond.	Mrs. Schofield.
Mr. C. N. Edson.	Mr. F. E. Shean.
Mr. & Mrs. G. Eldred.	Mrs. A. Smith.
Mr. C. Fenwick.	Mr. C. Stephen.
Mr. W. Fliton.	Mr. F. Stewart.
Mr. B. T. Goepfert.	Mr. John Stewart.
Mrs. Haddon.	Mrs. C. Stuckey.
Mr. J. Hamilton.	Mr. W. Tarn.
Mrs. W. B. Harmanston	Mr. M. Taylor.
and child.	Mr. H. A. S. Thompson.
Mr. & Mrs. G. Harmanston.	Mr. J. Thornton.
Mr. Frank Harmanston.	Mr. W. Whitley.
Mr. C. Harris.	Miss White.
Mr. S. Hebdon.	Mrs. L. G. White.
Mr. J. K. Kiliha.	Mr. K. Widmer.
Mr. J. Kirkwood.	Mr. E. Wilkison.
Mr. J. Kinghorn.	Mr. & Mrs. Wrottesley.
Mr. W. Krohn.	Miss Young.
Dr. Levenstein & vallet.	
Mr. R. Love.	

MAILS EXPECTED.

THE FRENCH MAIL.	
The Messageries Maritimes Co.'s steamer <i>Oziris</i> , with the outward French mail, left Saigon on the 11th instant at 1 p.m., and may be expected here on the 14th.	
THE ENGLISH MAIL.	
The P. & O. S. N. Co.'s steamer <i>Rassauwa</i> , with the outward English mail, left Singapore on the 11th instant at 2 p.m., and may be expected here on the 16th.	
THE GERMAN MAIL.	
The Norddeutscher Lloyd Co.'s steamer <i>Sachsen</i> , with the outward German mail, left Colombo on the 9th instant, and may be expected here on the 21st.	
THE AMERICAN MAIL.	
The P. M. S. S. Co.'s steamer <i>City of Peking</i> , with mails, &c., left San Francisco for this port, via Yokohama and Nagasaki, on the 25th ult.	
The P. M. S. S. Co.'s steamer <i>China</i> , with mails, &c., left San Francisco for this port via Honolulu, Yokohama and Nagasaki, on the 6th instant.	
STEAMERS EXPECTED.	
The steamer <i>Cam</i> , from New York, left Singapore on the 3rd instant, and may be expected here to-morrow.	
The Austrian Lloyd's steamer <i>Paisdon</i> left Singapore on the afternoon of the 6th instant, and may be expected here to-morrow.	
The Ocean Steamship Co.'s steamer <i>Agamemnon</i> left Singapore on the 7th instant, and may be expected here on the 14th.	
The P. & O. S. N. Co.'s steamer <i>Canton</i> left Singapore on the 9th instant, and may be expected here on the 15th.	
The D. D. R. steamer <i>Irene</i> , from Hamburg, left Singapore on the 9th instant, and may be expected here on the 17th.	
The N. G. A. steamer <i>Bingoo</i> left Bombay on the 8th instant, and may be expected here on the 18th.	
The P. & O. S. N. Co.'s steamer <i>Shanghai</i> , from London, left Bombay on the 10th instant, and may be expected here on the 28th.	
The P. & O. S. N. Co.'s steamer <i>Formosa</i> left London for this port on the 28th ult.	

Shipping.

ARRIVALS.	
GLENARNEY, British steamer, 1,944, James McGregor, 10th Nov.—London 23rd Sept, Port Said 6th Oct, Suez 7th, Penang 25th, and Singapore 30th Oct, General, Jardine, Matheson & Co.	
WADENA, American yacht, 246, J. C. Collamore, 10th Nov.—Shanghai 7th November.	
CHINGWONG, British steamer, 1,111, Nell Shaw, 11th Nov.—Liverpool 30th Sept, and Singapore 30th November, General—Arnold, Karberg & Co.	
LUTIN, French gunboat, 450, Capt. Mounseyers, 11th November—Saigon 27th October, and Hobei 9th November.	
BAVERN, German steamer, 1,435, W. Schmitt, 11th November—Shanghai 9th Nov, Malle and General—Melchers & Co.	
ZAFIRO, British steamer, 675, A. W. R. Cobban, 11th Nov.—Manila 8th Nov, General—Shewan & Co.	
CANTON, British steamer, 1,300, T. H. Sellers, 11th Nov.—Wuhu 6th Nov, Rice—Jardine, Matheson & Co.	
GARLIE, British steamer, 4,200, W. Pearne, 11th Nov.—San Francisco 16th Oct, Yokohama 5th Nov, and Nagasaki 8th, Malle and General—O. & S. S. Co.	
GLUCKSBERG, German steamer, 925, Thomson, 12th Nov.—Canton 12th Nov, General—C. M. S. N. Co.	
KWANGMO, British steamer, 177, W. Mahoe, 12th Nov.—Amoy 10th Nov, General—Malcampo & Co.	
KWEIYANG, British steamer, 1,500, L. Dawson, 12th Nov.—Canton 12th Nov, General—Butterfield & Swire.	
ASK, Danish steamer, 501, N. C. Revesbeck, 12th November—Hobong 9th November, and Hobei 11th, Rice and General—Arnold, Karberg & Co.	
CLEARANCES AT THE HARBOUR OFFICE.	
MONGHAT, British steamer, for Bangkok, 12th Nov.—German steamer, for Port Wallat, 12th Nov.—German steamer, for Shanghai, 12th Nov.—British steamer, for Shanghai, 12th Nov.	

DEPARTURES.	
November 11, <i>Choyang</i> , British steamer, for Canton.	
November 11, <i>Chusan</i> , German str., for Canton.	
November 11, <i>Agnes</i> , French steamer, for Hongkong.	
November 11, <i>Actis</i> , Danish str., for Hobei and Pakhoi.	
November 11, <i>Holstein</i> , German steamer, for Hobei.	
November 11, <i>Hongkong</i> , French steamer, for Hobei.	
November 11, <i>Namoa</i> , British steamer, for Swatow.	
November 11, <i>Palamed</i> , British steamer, for Singapore.	
November 12, <i>Nick</i> , German str., for Singapore.	

PASSENGERS—ARRIVED.
Per Glenarney, from London, &c.—240 Chinese, 8 women and 4 children for Hongkong. For Shanghai—Mr. J. W. Donald.
Per Choyang, from Singapore—218 Chinese. For *Zafiro*, from Manila—Messrs. Litter, Mathe, Robinson, 4 Europeans and 45 Chinese (deck).
Per Bayern, from Shanghai for Hongkong.—Mr. and Mrs. R. Lymon, Mrs. Chauncy Stuckney, Miss L. H. Stafford, Captain Charles, Messrs. N. S. Hatton, F. W. Copeman, H. C. Barrows, G. Grimble, H. Fagge, and 44 Chinese. For Europe.—Mr. and Mrs. C. Fisher, Mr. and Mrs. Comby and children, Mr. and Mrs. Caldwell, Captain C. L. Parks, Messrs. A. Halse, G. W. Hoffmann, P. B. Don, G. Sachan, O. Kuhl, Gehlig, and Schwartzkopf.
Per Galia, from San Francisco, &c.—Mrs. G. Clifford, Mrs. L. H. Sower, Mrs. A. O. Clement, Mrs. W. L. Chapman, Messrs. A. Sharp, A. B. Courtney and 2 children, A. M. Scott, C. Hermann, John Thornton, J. Hamilton, and 45 Chinese.

REPORTS.
The German steamer *Bayern* reports that she left Shanghai on the 9th instant, and had strong north-east monsoon and fine weather. The British steamer *Zafiro* reports that she left Manila on the 8th instant, and had fresh monsoon and high sea to Pratas; from there to port had moderate monsoon and sea. The British steamer *Galia* reports that she left San Francisco on the 16th ultimo at 4.30 p.m., and had westerly gales and high sea to Yokohama, arrived on the 2nd instant at 5.13 p.m. Sailed on the 5th at 4.05 p.m.; arrived at Hongkong on the 8th at 6.33 a.m. Sailed the same day at 5.25 p.m.; arrived at Hongkong on the 11th at 6.45 p.m., and had northerly winds and fine weather throughout.
The British steamer *Glenarney* reports that she left London on Sunday, the 23rd September, and had fine to moderate weather to Port Said, arrived there on Saturday, the 6th ultimo. Left Suez on Sunday, the 7th, and had light south-west winds to Ceylon; thence to Aden had fresh winds and rainy weather with southerly swell; arrived at Penang on Thursday, the 25th, and Singapore on Sunday, the 28th, and left for Hongkong on Thursday, the 1st instant. From Hongkong to Penang, the 1st instant, had strong north-west gales with terrific squalls of wind and rain with very high sea, decks continually flooded fore and aft. In 8 to 15 days, north, hard gales from north to north-west, with torrents of rain and mountainous sea; thence to port had strong and squally monsoon with very high sea, moderating somewhat on approaching Hongkong. Time occupied on passage: 9 days and 5 hours, at 9.30 a.m. For Singapore, Samarang, and Batavia.—*Per Normandie* to-morrow, the 13th instant, at 9.30 p.m. For Amoy and Manila.—*Per Continental* to-morrow, the 13th instant, at 3.30 p.m. For Shanghai.—*Per Glucksborg* to-morrow, the 13th instant, at 3.30 p.m. For Amoy and Manila.—*Per Zafiro* to-morrow, the 13th instant, at 4.30 p.m. For Singapore, Penang, and Calcutta.—*Per Chelidra* on Wednesday, the 14th instant, at 10.30 a.m. For Europe, &c., India via Taurica, and Mauritius.—*Per Saghalien* on Wednesday, the 14th instant, at 11 a.m. For Singapore and Bangkok.—*Per Leo Sok* on Wednesday, the 14th instant, at 2.30 p.m. For Europe, &c., &c.—*Per Bayern* on Thursday, the 15th instant, at 9.30 a.m.

Post Office.

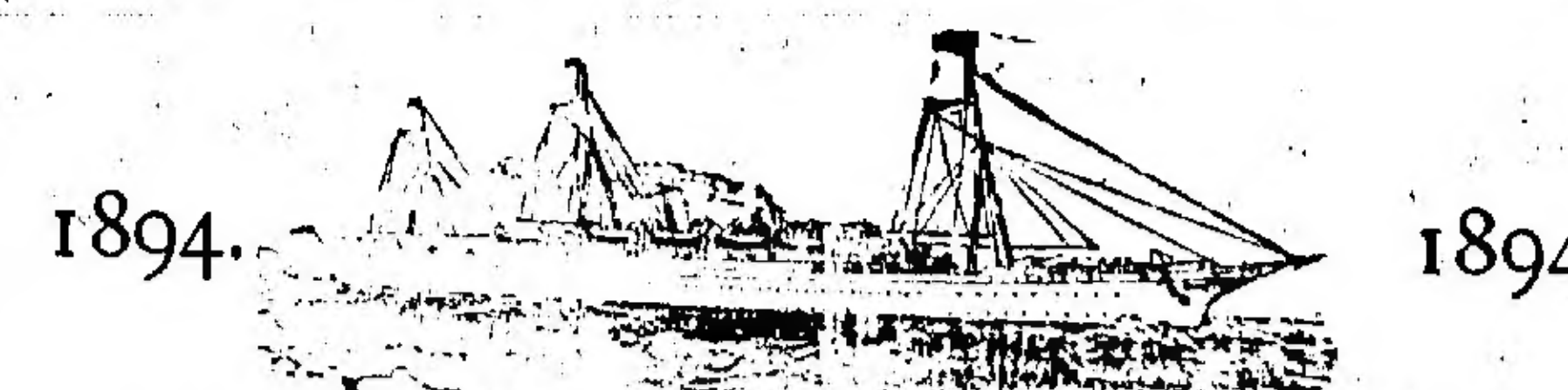
A MAIL WILL CLOSE—
For Kebo.—*Per Decima* to-morrow, the 13th instant, at 7.30 a.m.
For Bangkok.—*Per Mongkut* to-morrow, the 13th instant, at 9.30 a.m.
For Singapore, Samarang, and Batavia.—*Per Normandie* to-morrow, the 13th instant, at 9.30 p.m.
For Amoy and Manila.—*Per Continental* to-morrow, the 13th instant, at 3.30 p.m.
For Shanghai.—*Per Glucksborg* to-morrow, the 13th instant, at 3.30 p.m.
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For Singapore and Bangkok.—*Per Leo Sok* on Wednesday, the 14th instant, at 2.30 p.m.
For Europe, &c., &c.—*Per Bayern* on Thursday, the 15th instant, at 9.30 a.m.

SHIPPING IN HONGKONG.

STEAMERS.	
ARDWAY, British steamer, 1,086, H. Smith, 9th Nov.—Tegal (Java), 28th Oct, Sugar—Jardine, Matheson & Co.	
BRUNHILDE, German steamer, 886, F. Bible, 7th Nov.—Canton 7th November, General—Jardine, Matheson & Co.	
CHELYDRA, British steamer, 1,574, R. Cass, 9th Nov.—Calcutta, and Singapore 30th Oct, General and Opium—Jardine, Matheson & Co.	
CONTINENTAL, Dutch steamer, 672, C. Schall, 6th Nov.—Bangkok 22nd Nov, Rice—Wiel & Co.	
DECIWA, German steamer, 965, C. Christensen, 8th Nov.—Port Wallat 11th Nov, Coals—Schlesien	
DEVAYONGE, British str., 1,057, J. S. Reid, 9th November—Bangkok 22nd November, Rice—Yuen Fat Hong.	
EMPRESS OF INDIA, British steamer, 3,003, O. P. Marshall, R.N.R., 6th Nov.—Vancouver 15th Oct, via Yokohama, Kobe, Nagasaki, and Shanghai 6th Nov, General—Canadian Pacific Railway Co.	
FAM, British steamer, 177, Captain Sheehan, 11th Nov.—Hongkong and Whampoa (Dock Co.) 7th Nov.	
LOO SOK, British steamer, 1,020, J. B. Jackson, 9th November—Bangkok 30th October, and Kobe-shi-chang 11th Nov, General—Yuen Fat Hong.	
MONGKUT, British steamer, 850, C. Sheehan, 7th November—Bangkok 31st Oct, Rice and General—Yuen Fat Hong.	
NORLAND, Norwegian steamer, 628, E. A. Berg, 7th November—Samarang 27th October, Sugar—Melchers & Co.	
PRAYA, 130, Captain Macleod—Hongkong Government Tender.	
PRESTO, German steamer, 665, J. C. Schar, 8th November—Timbina 1st November, Bone—Butterfield & Swire.	
SIAM, British steamer, 922, J. F. Messer, 8th November—Saigon 31st October, Rice—Bradley & Co.	
STRATHEER, British steamer, 1,353, Forsyth, 7th Nov.—Hongkong 11th Nov, Coals—Jardine, Matheson & Co.	
WONGCHER, British steamer, 1,595, L. Morice, 7th Nov.—Saigon 1st Nov, Rice—Dodwell, Carrill & Co.	

SAILING VESSELS.	
AMY TURNER, American bark, 95, Warren, 2nd October—Honolulu 14th August, Keweenaw Oil—Ordn.	
BARDOUR, British ship, 2,041, Lee, 7th October—Gardif 15th June, Coals—Ordn.	
CALAN CURTIS, American schooner, 31, Blake, 7th Nov.—Yap (Caroline Islands) 29th May, General—Ordn.	
LATAMAR, Italian bark, 75, B. Catroga, 3rd Nov.—Callao 15th August, Superwood—D. Moore & Co.	
LEZIAN L. ROSSIGNOL, British ship, 1,600, E. L. Rossignol, 11th Sept.—New York 2nd April, General—Ordn.	
YONGKAT, British bark, 491, E. L. Rossignol, 11th Sept.—Honolulu 15th August, Superwood—Ordn.	

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 28th November.
EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R....WEDNESDAY, 26th December.
EMPRESS OF CHINA...Comdr. R. Aschbald, R.N.R....WEDNESDAY, 23rd January, '95.

The magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 8, 10 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.
CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 6 months, £100.
The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.
THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 31st October, 1894. D. E. BROWN, General Agent, Pedder's Street.

U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
City of Peking (via Nagasaki, Kobe, Inland Sea and Yokohama) Wednesday, 28th Nov., at Daylight.
China (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Wednesday, 12th Dec., at Daylight.
Pera (via Nagasaki, Kobe, Inland Sea and Yokohama) Saturday, 29th Dec., at Daylight.

THE U. S. Mail Steamship.

"CITY OF PEKING" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA ON WEDNESDAY, the 28th Nov., at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point on route.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.
Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC CENTRAL PACIFIC UNION PACIFIC, DENVER AND RIO GRANDE, and the CANADIAN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of \$10 Gold in addition to the regular tariff rate.
Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC CENTRAL PACIFIC UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.
Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Connecting Steamers.
Freight will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

C. L. GORHAM, Acting Agent.
Hongkong, 31st October, 1894.

F. BLACKHEAD & CO. SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

SOLE AGENTS FOR HARTMAN'S PATENT'S GENUINE COMPOSITION RED HAND BRAND. HARTMAN'S GREY PAINT. DAILMER'S PATENT MOTOR LAUNCHES &c. &c.
EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.
REASONABLE PRICES.
Hongkong, 14th July, 1894.

NOTICE.

JEY'S SANITARY COMPOUNDS COMPANY, LIMITED.
JEY'S WOOD PRESERVER OF ANTISEPTIC PAINT.
THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit requirements, at Wholesale Prices. Extra Special rates for Shipboard and large Orders.
"See Remarks" on Labels, &c., &c. Call on Sanitary Engineers, Ltd., Government Dock, London, E.C.
"Is the best Disinfectant in use."
W. G. HUMPHREYS & Co., Bank Buildings.
Hongkong, 10th July, 1894.

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.